

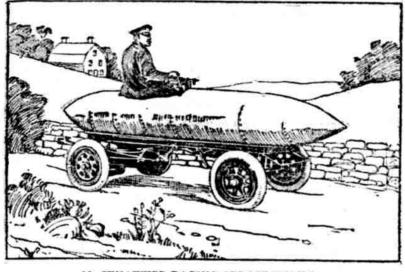
ROBSON ASGOLDSMITH.

ifs actor, who has not had a successful play in several seasons, has aroused a new interest by his appearance as Oliver Goldsmith. The piece, employing a notable cast, will have its first St. Louis representation this evening at the Century Thea-

Preparations for a Great Contest on French Roads.

WRITTEN FOR THE SUNDAY REPUBLIC. The speed contests for the automobile M. Jenatzy (holder of the world's automobile ribbon, which will take place over bile kilometer record), an electric machine the French roads about Paris during the coming summer, has set the motor-racing he could design and build an electromobile world by the ears, the foreign enthusiasts capable of covering 100 kilometers within especially going to apparently unlimited ex- an hour. When it is remembered that this pense in their efforts to secure what is like- means an equivalent of about sixty-two ly to prove a winning machine. In an ar- miles an hour, this extreme effort to miniticle upon this "sport of millionaires," which | mize wind resistance is apparently justified. recently appeared in the Automobile Maga- as is the gentleman's selection of an almost zine, the statement is made that speed in an absolutely level stretch of 100 kilometers of automobile depends not alone upon the de- | smooth road between Evereux and Listeux.

constructed as the result of a wager that velopment of great borse-power, as asserted | where the speed trial will probably be made. by some, nor upon the size of the driving | An examination of the illustration shows

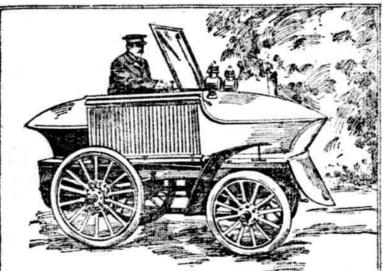


M. JENATZY'S RACING "PROJECTILE."

wheels, as esserted by others (who point to ; that the hatteries and the motor have been the huge drivers on the modern passenger | stowed away within the body of the prolocomotive in support of their statement), but upon a combination of five factors, the absence of any one of which in the make- after assuming such a position as will keep up of a vehicle designed primarily for speed might result in its defeat in a long-distance contest. These five conditions are (i) the reducing the wind registance. horse-power of the motor: (2) the number of revolutions made by the motor; (5) the weight of the vehicle: (6) the gearing; (5) | speed is that of Count Chasseloup-Lembar construction of the moving parts, as well who was prominently mentioned as one of as of the entire carriage, in order to reduce

jectile, the only thing in evidence being the necessary gearing. The sent of the operalmost his entire body well within the "boweis" of the projectile, thus still further

Another vehicle, the primary consideration in the construction of which was



DE PAIVA'S RACER.

friction and wind resistance as much as | mer's international races and has been the The apparently interminable search for the happy medium, where great power will not necessitate correspondingly and, perhaps,

fatally great weight and size, combined with the efforts to reduce wind resistance to a minimum, have resulted in the building of the space devoted to batteries and motor. some curious examples of automobiles. The motor is a very powerful one, and demany of which are almost absolutely useless except for the purpose for which they were | hicle is said to be the equal in every way designed-high speed-and they cannot consistently be classed under the head of pleas-

Probably the most flagrant example of

adversary of M. Jenatzy in many contests in years past. In this machine the effort minimize wind resistance has not been carried to the lengths that it has in the "projectile," probably owing to the designer's unwillingness to decrease the size of spite the fact of its being beavier, the veof M. Penatzy's machine.

Still another peculiar-looking vehicle voted solely to fast work is that of M. De Paiva, shown berewith, "Wind-plows" in



Changen Chargen and His Panbard Vehicle, a Combination Which Will resent France in the International Automobile Races.



THE GLOBE'S GREAT ALTERATION SALE Mail Orders.

Accompanied by Cash or Money Order, will receive Prompt Attention.

RENEWED WITH VICOR. Workmen want more room-and must have it. The avalanche of spring goods

New Catalogue Ready Soon. Send in Your Names



AND WRAPPERS.

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\$4.95

Muslin Underwear LADIES' LUITS

e 12%

Ludies Skirts-

coming in by the carload, has blocked our Big Establishment. To make room we will force goods to-morrow at prices that will surprise the people of St. Louis. Read every word of this advertisement, bring it along and see that we sell goods as we advertise._

MEN'S SUITS	BOYS' SUITS,	
AND OVERCOATS.	OVERCOATS	
\$4,35 for Men's \$7,50 Su ts and Overcoats.	AND REEFERS.	
6.45 for Men's \$10 Suits and Overcoats.	696 for Boys' \$150 Suits, Over-	
\$7.35 for Men's \$12.50 Suits and Overcoats.	\$1.19 for Boys' \$2 Suits. Over coats and Recters. \$1.69 for Boys' \$2.50 Suits.	
\$8.75 for Men's \$15 Suits and Overcoats.	\$2.19 for Boys' \$110 Suits.	
\$9.65 for Men's \$18 and 820 Suits and Over-	\$2,69 for Boys' \$4.00 Suits. \$3,19 for Boys' \$4.50 Suits. \$3,19 (Prerconts and Reefers.	
conts.	\$3.69 for Boys' found #6 Suits.	
SUITS AND OVERGOATS	MEN'S PANTS. SI. 49 for Men's Cordgroy Pants.	
For Young Men Up to 20 Years.		
\$3.85 for Young Men's 87.50 Suits and		
Overcouts.	\$3.89 for Men's \$5.00 and \$6.00 Pants.	
56.35 for Young Men's \$10 Suits and Overcoats.	KNEE PANTS.	

\$7.65 for Young Men's KNEE PANTS.
Overcoats. grality. dreds of Bargains \$8.90 for Young Men's \$15 290 for Boys' Suits and Overcosts. pages to enumerate

YOUR LAST CHANCE! Choics of About 150 Dozen Irnishings. SI, SI.50 Monarch 55c In order to dispose of every single shirt

Prices. from the Cohn Bankrupt Stock we have Hara For Men's Hand-kerchie's, plain te, becyation decided to close all MONARCH PER- Styles CALE SHIRTS, made open front and per pair for Men's Haff Hose, full back, separate link cuffs to match; positively at least \$1.00 value, TO-MORROW (Monday), the last day of this Bankrupt Sale, at

Boy Notice—These Shirts are all fresh ter Caps, ker shade patterns; sizes 1314

Silk Neckwear,	and clean, up-to-date patterns; sizes 13 to 18.	
For Men's Under- wear, assurted is, broken sizes, fi For Hen's Um- phellas, Bineh, a steel rod and ne. fi hind. Geor Men's Wood Underwear, cam- hair, fleece-lined, quality For Hen's Kid Gloves, six lined	Collars and Cuffs What is left of Cohn's stock. E. & W. and COON, CLUETT & BAR- KER BRANDS, 25c Linen Collars	About 59 dozen man
nrined, \$1.50 kind, For Men's Silk	port part	Ladies' Hose.

heaped upon our coun- Imported Swiss Handserchiefs, hemstitched to luce edge, with hand-mbroidered &

Children's Hose. G All-wool seamless.

Ladies' first quality 90 | Youths' \$1.25 Satin Cuit Runbers | 12 to 2 | 890 Children's Vict Kid Ludies \$1.50 Felt Lace Shees, since it to \$1.490 out from 15c to ... 490 out from 15c to ... 490 Children's Vict Kin Darton Shoes, spring heels, sinw is to \$1.490 cut from So to ... 490 cut from So to ... 490 modes.

Men's Pebble Grain Sippers, cut from 500 for Shoes, leather shoes the Sippers cut from 500 for Shoes, leather shoes the Sippers cut from 500 for Shoes, leather shoes the Sippers cut from 500 for Shoes, leather shoes in front, 350 for Shoes, leather shoes, leather shoes in front, 350 for Shoes, leather shoes, leather shoes in front, 350 for Shoes, leather shoes, leather shoes in front, 350 for Shoes in front,

From Cohn's Bankrupt Stock.

790

Men's Stiff and Federa Men's and Boys' Win-Hats, best quality, all ter Caps, coefficients of \$1.89 coefficients and \$1.50 coefficients a

dren's Winter Clays, in

Asserted styles and brande, sizes 24 to 25 only, including nursing conets, positively from \$1 to 50 to 20 \$1.19 Ludies Vests

Gowns-

Ladies' Oxford Christs Suits, snort scalloped double-broasted Eton; shirt made with box pleat, whole suit hand-\$7.45 SI and SI.50 50C \$2.95

hind which the operator may comfortably observe the road before him, are two features which will result in an addition of speed, if not of beauty, to the vehicle,



RACING MACHINE OF COUNT CHASSE-LOUP-LOUBAT.

which is of the electric variety, and although quite heavy, is very powerful.

The racing muchine of M. Charron dunit by the Panhard Company), who will be one of the three representatives of the Automobile Club de France in the international races, is shown in the accompanying illustration. M. Charron is one of the most fearless "chauffeurs" in France, and among his many noteworthy performances may be mentioned the Marseilles-Nice, in 1896, the Paris-Amsterdam, in the same year, and the Faris-Rordeaux in 1896. The peculiar virtue of M. Charron's flyer is that, unlike most other racing vehicles, appearance has not been sacrificed to speed. It is comfortable and steady running, and his carried its fearless owner to the frontantially by its ability to stond longered.

is comfortable and steady running, and has carried its fearless ewher to the front mainly by its shully to stand long-continued stains without succumbing.

One of the most powerful racing vehicles which has yet made its appearance in the French automotic contents is the Valles, an flustration of which is herewith given. The wind shield feature is quite prominent in this racing machine and, while almost completely covering the operatory, tapers to a point in Iront. The company which builds this vehicle in order to lighten it as much as possible consistent with the re-



THE VALLEE RACING MACHINE.

quisite strength to carry the weight of the mators designed to develop the twenty-four horse-power of which it is capable, has made extensive use in the body of participant, an alloy of aluminum and tungsten, whose specific gravity is almost ideatoral with that of aluminum alone, but whose strength is very much greater. While possessing horse-power exceeding the majority of racing machines, the Vallee has as yet been unsuccessful in winning races, which may be partly attributable to the facts that it is driven by a single belt and possesses no speed change gear-defects which will be to medical before its next appearance in a race. In this connection it may be stated that it is the consensus of opinion among those develod to this "opport of millionairen" that vehicles developing a maximum of sixteen horse-power are better adapted to fast work on the road than are those possessing greater or less power.

A German racing vehicle, the first of the kind turned out of the famous shops at Cannstadi, and specially designed to bring the automobile bue ribbon to Germany, is that of Herr Jellinek, of Vienna, who races under the nom-de-plume of "Mercedes," and who won the "Tourlists de Nice" race in 1850. This racing machine's four-cylinder motor is also capable of developing twenty-four-horse-power, and although it has not yet been tried in actual contest, the vehicle has in trial work shown quisite strength to carry the weight of the



sustained speeds of eighty-five kilometers (about fifty-three miles) an hour-a performance which, if duplicated in next summer's international contests, will very likely result in the discembiure of the French chauffeurs. The machine resembles some of the French vehicles in general outlines, having similar controlling and speed levers, discinitioning goar, brake and accelerator. A peculiar state of affairs exists in connection with the French representation in the coming international races. Each country being allowed but three entries, the Committee of the Automobile Club de France, to which the selection of its three men had been referred, chose off-hand MM. Knyff. Charron and Girardot as the lucky defenders of the cup, which is now in the club's possession. Several of the other aspirants, who believe that the choice should have been decided by a race or series of races—as is done in the selection of a yacht to defend the American cuphave joined the Belgian and even the German automobile clubs, and have officially informed the president of the French club of their intention of fighting for the cup under Belgian and German colors. All of which leads the editor of Le Velo, the French authority on subjects automobile, to call the trophy a "cup of discord." But whether discorriant or harmonious, the advances made by the French racing automobile would seem to indicate that the chances of Messrs, Riker and Winton, the only American representatives so far selected, are decidedly meager.

STORIES OF PLAYER FOLKS.

How the Brakeman Earned a Theater Pass, How the "Lead Pipe Cinch" Story Started and Where the "Gold Filling" Gag Was First Sprung.

WHITTEN FOR THE SUNDAY REPUBLIC: | "Every once in awhile," said Mr. Brown. Sleeping with her head toward the rear and of the train, which is very much leded in the delty press. They are now only against the rule of the "knowing" travel a day's wonder, unless the person missing against the rule of the "knowing" travel- a dar's wonder, unless the person missing its gived from suffocation Mrs. Sam bappens to be of especial importance. I Gampertz, wife of the theatrical manager, have had the weight of the knowledge of Mrs. Gampertz and her sister-in-ton Mrs. one of those affairs on my mind for sev-

husbands show

I gave him a pass

to my

"there is a mysterious disappearance chron-Hopkins, came over from Circumsti las eral rears. Nothing was said about it at

McKinley, the members of his Cabinet and the Governors of all States of the Union. This means that on the 14th of Pebruary, in henor of the patron saint of lovers, St. Vaientine, we will buy 1000,000 sentimental valentines at an average cost of b cents each and 20,000,000 comic valentines casting I cent each. This in turn means an oatlay of \$20,000 for little paper nothings. Then we will spend as much again in malling the valentines—but of the matter of postage I take no count here. A third of the \$20,000, enough to cover the salaries of the President and Cabinet, will go for the "sentimental," a love message compounded of lace paper, cheap satin, guary pictures and fat Capids, the kiral upon which you may read a verse like this:

The remaining \$29,900, enough to meet the

It has actually shorten

the filling out of my tools

sents.

I next visited the room in which the nov-liv valentines are made, the manager in-ferming me that I was the first stranger ever admitted. Here were thirty or forty wirls, making the more expensive valentines forming me that I was the first stranger over admitted. Here were thirty or forty girls, making the more expensive valentines of sath and sik and celluloid. Some of the girls were making celluloid orange-nlossoms, violets, forget-me-nots. Others were tacking the flowers on bits of sath, white another was cotoring Cupids with a sponge. Often as many as twenty different girls are encaged in the making of a single valentine. Others were making thay American flags, for the most popular of novelites this year are those of a patilotic nature, principally those in which the national colors are used. Thousands of these are on their way to sweethearts in Cuba, Puerto Rico and the Philippines. Nearly 100 different novelty valentines were being made in this room, to be sold later to lovers and their lassless at prices ranging from 30 cents to \$5.

Sometimes a single especially elaborate valentine of this kind is made to order. Last year a young man in Houston, Tex., a carpenter who said he was earning \$2.20 a day, sent \$25 and his photograph, with the request that the firm get up the best possible valentine for the meney. Mercover, they were o put his photograph in the center and nail the valuation direct to his girl in Houston. In a few days the finest concocion of sath, sik, lace, celluidd, hearts, with and sachet-powder ever made in that factory went forth to the carpenter's aid in Houston. Underneath the photograph was this typical valentine verse;

hat.

This is the only machine of the kind in the world. A cylinder containing the de-

This is the only machine of the kind in the world. A cylinder containing the desired design is inserted, after the manner of the cylinders in a large printing-press, and while it revolves the paper passes under it. Only, instead of printing, this cylinder embosses and cuts. The strips of paper are then clipped into sections, and the sections are pasted on a card, one above the other, after the manner of the orthodox form of sections are pasted on a card, one above the other, after the manner of the orthodox.

here in course of construction, the retail nrice of which would vary from 2 to 50

oh my beissed, where'er I turn,
Some trace of thes cochants my eyest
In every star thy gianess burn—
In thee alone my happiness lies.

Sequel—a letter to the firm, two weeks
later, announcing the engagement of the
carrenter and the girl. In the third room
a manier of presses were turning out the
"comics," thousands of them each hour.
Each press was printing a different kind—
"Sharp Darts," "Hit on Hards," and
"Fault Finders," "Of the less different comic
valentines made this year, the newest are
the kind known as "Dont's." These show
the regulation flashy picture, but instead of
the usual peetic lines there is a single sentence exhorting somebody for to do somstifing, "Don't try to be mannish," "Don't
sannoy your neighbors by berrowing everything they possess," "Don't cover your
fingers with cheap jewelry," "Don't borrow
money from your friends; carn some for
yourseif,"—Gilson Willets in Leslie's Weekly.

spent, cent by cent, for the so-called "combine," the penny dreadful betoved by the schoolboy and nursemaid.

At the factory in the eastern district of Brooklyn, where are manufactured 20-p recent of the valentines used in this country, see men and girls are kept busy the very round making the warea which the country uses up in a single day. The busiest month in the year in this valentine facture, the largest in the world, is January. The manager, after explaining that valentines are divided into three classes, lace, navelty and comic, took me at one- to the laceroom, from a buzzing machine a workman was pulling out lace paper by the naile, just as a magicing with a baton nursile yards and

Saturday night. They obtained berths in the New York sleeper, which had made the weary winter fourney over the Baltimore and Chia Railroad and the Allenberry Mountains. The train was lets in leaving the station, bong after train time at 125 in the station, bong after train time at 125 in the station, bong after train time at 125 in the station, bong after train time at 125 in the routing, and the two ladies went right to bed. Mrs. Hopkins was assigned to berth No. 9, the second to the last one at the crar end of the sherer, but her sister, Nrs. Gumpertz, was soleitous about the draft, which she icared might come through the door and cause Mrs. Hopkins a routerly dattack of neuralgis So she generously took the other had been within a routerly to the other had gone broke. The kins likes to sleep with her head toward the engine, a habit which Manager Gumpertz and his wife abandoned ever aince they were caught in a wreck in Colorade. The shock of the colliding trains left them practically undisturbed, lying as they did with their feet toward the iron horse, while Mr. and Mrs. Hopkins, who prefer the medern way, were badly bruised about the wood, as Mr. James Therston, the mono-

"Coco," as Mr. James Thermton, the monologuist, would express it.

Mrs. Gumpertz had the pillows of her berth changed to her way of liking and went to sleep. After an hour's ride ghe found herself rudely awakened by the brakeman, who urged her to get up quickly. She was only partly aroused from her sleep, owing to the heavy blanket of smoke which seemed to envelope the whole sleeper.

"I could hear a cracking noise, as of hurning wood, and smell the smoke, but its narcotte influence wrapped me in drows!-"I could hear a crackling noise, as of burning wood, and smed the smoke, but its narcotic influence wrapped me in drowslness, and I seemed floating away on angels' wings into a distant land. When the brakeman saw that mere words would not be moved by the current creatent by the movement of the boat to a certain by the movement of the speculative excitoment the passengers were startled by the appearance of the sunken man's friend specific to the movement of the boat to a certain by the movement of the boat to a certain by the movement of the speculative excitoment the passengers were startled by the agreement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the boat to a certain by the movement of the source of the surface of th that I was in a burning car, and I rushed over toward my sister's berth and awak-ened her. She experienced the same son-

self. Meanwhile the train hands awakened the other passengers-there were only nve in all in the sleeper, and then they looked for the fire. or the fire.

"Where do you suppose it was? Right under the spot where my feet had lain. A hot-box had set fire to the floor of the car. and burned a hole through it. I am sure the smoke would have suffocated me, had I lain with my head in the place where my

sation that enthralied me-the smoke al-most suffocated her, and I had hard work to

rouse her sufficiently so she could dress her-

feet were.
"Yes, the brakeman acted none too promptly, and I don't blame him for claiming that he saved my life. I gave him a pass to my husband's show and what do you think he said? Tve hauled many pro-fessionals over this line, but this is the Arst time one ever gave me a pass to a theater. This looks like a great big gift to me!"

A story that places a severe test on Comedian Harry Brown's veracity comes out of the East, Mr. Brown is playing a comedy part in the "Princess Chic."

He mude

a flying

leap for

The

ern way, were bodly bruised about the "coco," as Mr. James Thernton, the mono-

at the top of his voice;
"A hundred to one he don't show?"

Comedian Charles Bradshaw was one riding over an exceedingly rough bit of Western railroad in company with a promitent official of the line. At breakfast the gold filling from one of Bradshaw's teeth had been dislocked by a piece of tough steak. The train arrived at one of the worst parts of the road, where the pas-sengers bobbed up and down and swayed sidewise, mere playthings of the faulty reached. After a burch and wrench worse than usual, Mr. Bradshaw, who had secrety sipped the gold filling into his mouth, sat upright, and, allowing the filling to drop into his head, exclaimed: "Sir, your road would do credit to a quartz stamp mill; it has actually shaken the filling out of my tooth."

The railroad magnate was taken aback. The rathroad magnate was taken aback, but only for a moment, when he retorted, with great show of dignity:

"Young man, if you would keep your mouth closed, you wouldn't lose any of your fillings."

Millions of Valentines. The money we spend for valentines this nonth would pay the salaries of President

OF YOUNG AND OLD IN ANY STAGE OF AFFLICTION SPEEDILY CURED THROUGH OUR SCIENTIFIC SYSTEM OF TREATMENT.

Twenty-Five Years of Practical Experience in Restoring Vigor and

Strength to Weak and Worn-out People. NERVOUS DEBILITY

Chronic Diseases. Brain and Nerve Exhaustion.

Of Men-Young, Middle-aged, or Oid-Physical Decay, or any Wasting Disease which is brought on by violating the laws of health, if not quickly arrested by proper treatment will surely impair and destroy the functions of both Body and Mind. Our treatment for these diseases cures speedily

and permanently.
Young Men troubled with Nervous and Physical Debility Young Men troubled with Nervous and Physical County from any cause whatever, incapacitating them for prolonged physical or mental exertions, and other grave Nervous Disorders, should not experiment with such dangerous weakness, but consult Dr. Albert at once, who has a record for positively curing these afflictions,

Blood Poison and Skin Diseases.

Blood Polson and Skin Diseases.

Spots, Pimples, Scrofula, Tumors, Eczema, Painful Swellings, Old Chronic Sores, and Inability to Retain Urine, Diseases of the Illustration of the Blood completely eradicated from the system.

Kidney and Special Diseases,
Weak Back, Pain in Side, Weakness, and Inability to Retain Urine, Diseases of the Prostate Gland, Chronic Inflammation of the Bladder, etc., Privately, Safely and Permanently Cured.

YOUNG or MIDDLE-AGED MEN are assured that OUR TREATMENT EFFECTS A RADICAL CURE in all Cases of NERVOUS and ORGANIC WEAKNESS arising

from MENTAL WORRY, OVERWORK, PAST FOLLIES or EXCESSES of WHATEVER NATURE

The Albert Medical Dispensary, For the Scientific Treatment and Cure of

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Treatment by mail, but where possible, one personal interview is preferred, which is FREE AND INVITED. CURABLE CASES GUARANTEED. Everything Strictly Confidential. Office Hours—10 to 4, 6 to 8; Sundays, 10 to 2. Charges Low—Redicines Furnished.